

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: W3BJZ@aol.com
Subject: 51J-3/4 Needs
Message-ID: <950817202035_77314456@emout04.mail.aol.com>

No luck yet on finding the power transformer for this receiver. Collins part number is 672-0575-00. Thank you. Dave, W3BJZ.

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: Dave Horsfall <dave@esi.COM.AU>
Subject: Andy Griffith (was re: BA sightings)
Message-ID: <Pine.SUN.3.91.950818124919.9434F-100000@eram.esi.com.au>

On Mon, 7 Aug 1995, Tony Stalls (K4KY0) wrote:

> > You do realise he's WA7WYV, don't you?
>
> I've heard he is an amateur, but I don't think that's him. The Andrew
> Griffith in the database with call sign WA7WYV has a date of birth of 19
> April 1945. According to the World Almanac, actor Andy Griffith's
> birthdate is 1 June 1926.

OK OK - you can all stop correcting me now... I've taken him off my list. Thanks to all who responded.

--

Dave Horsfall (VK2KFU) | dave@esi.com.au | VK2KFU @ VK2DAA.NSW.AUS.OC | PGP 2.6
Opinions expressed are mine. | D8 15 71 F9 26 C8 63 40 5E 63 5C 65 FC A0 22 99

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: Grant Youngman <gyoungma@gtetel.com>
Subject: BA "Statements of Condition"
Message-ID: <Chameleon.950818074001.grant@nq5t.gtetel.com>

Unfortunately, I deleted the message which got me thinking on this subject, having to do with the trials and tribulations of getting a TR-3 to work which, according to a previous owner "worked fine the last time I used it".

I've come to understand the underlying meaning of many such statements related to a radio's condition. It has been said that the quickest means of communication with the brain of a child is the path through the seat of his pants, and most of these definitions are based on similar reactions to pain ...

"WORKED FINE LAST TIME I TURNED IT ON" --- quite possible a true

representation. What's missing from this statement is the fact that SINCE that time, the radio was struck by lightning, was left outside during hurricane Carla, was later used as a litter box for the seven pet cats in the household, and was cannibalized for the bandswitch and the one-of-a-kind custom made tuning assembly.

"WORKS ..." -- this statement generally guarantees that the power switch is ok and that at least one pilot light is still good. The household main breaker will NOT trip...

"COLLECTOR QUALITY" -- expect major renovation work. If you happen to be a professor teaching freshman calculus, you can use the paint on this rig for an entire semester's supply of chalk -- presuming you have some means of filtering the dirt from the pile of useable paint .. er, chalk -- flakes.

"A FEW SMALL SCRATCHES ON THE PANEL" -- there is only a small amount of the original paint left.

"ORIGINAL BUT THE CABINET HAS BEEN REPAINTED" -- most likely by the previous owner's four year old with one of those big brushes used to apply wallpaper paste.

"WILL CLEAN UP LIKE NEW" -- perhaps, but I don't have the facilities to give the entire unit a proper dipping in boiling hydrofluoric acid.

"GOOD BUT A FEW SCUFFS" -- was used by the Texas Highway Department as part of the surface of a roadway test track.

"NINE ON A SCALE OF TEN" -- for every 10 parts that were in the radio when it came from the factory, 9 are left.

"TWO NON-ORIGINAL HOLES IN THE FRONT PANEL" -- was used as the base of a drill press for several years.

and finally

"CONDITION UNKNOWN" -- I don't always believe this statement, but at least I know with a high degree of certainty that I'm getting a radio that doesn't work and will cost 4 times the purchase price to make it work on one of six bands.

Grant/NQ5T

Name: Grant Youngman
E-mail Primary: gyoungma@gtetel.com
E-mail Secondary: us007699@interramp.com

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: Filip M Gieszczykiewicz <filip@smi.med.pitt.edu>
Subject: BA "Statements of Condition" (fwd)
Message-ID: <9508181319.AA06334@alpha.smi.med.pitt.edu>

> From: Grant Youngman <gyoungma@gtetel.com>
> Subject: BA "Statements of Condition"
>

Greetings. I have a RCA "1X2" (which covers 540 to 1720!) which:

> "WORKED FINE LAST TIME I TURNED IT ON"

and now kinda:

> "WORKS ..."

It's:

> "COLLECTOR QUALITY"

all knobs missing... but has tubes! Oh, yeah, hope you know how to
restring the dial ;-)

Other problems are:

> "A FEW SMALL SCRATCHES ON THE PANEL"

just on the edges. After UPS gets done with it:

> "CONDITION UNKNOWN"

On the other hand... the price is right - one category missing from
the list:

> "FREE" - Well, why didn't you say earlier... "Gimmie!"

Anyone?

Take care.

P.S. If you feel it's worth it, send me the cost of shipping after you
get it.

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: "Skelton, Tom" <TSkelton@engineer.clemsonsc.ATTGIS.COM>
Subject: RE: BA Cleaner (tm)
Message-ID: <3033E74A@admin.ClemsonSC.ATTGIS.COM>

From: lakeith
Subject: BA Cleaner (tm)
From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: Duncan Cadd <dcadd@luc.ac.be>
Subject: Re: Drake SSR-1 Receiver
Message-ID: <9508180720.AA25548@alpha.luc.ac.be>

Greetings, Anchorites, from a warm and sunny Diepenbeek in N.E. Belgium !

> >Now as you tune that front end VFO, it feeds the first mixer AND a mixer
> >that also receives the harmonics of that 1 MHz source. From that mixer
> >comes a (nominal) 42.5 MHz signal that converts the first IF down to the
> >second (tunable) IF. Obviously, the effect of the drift of that oscillator
> >will be cancelled out.
>
> Isn't this a Wadley Loop? Same scheme as used in the Racal RA-17?
>
> Regards,
> -Steve
>
>
> Steve Byan internet: steve@hi.com

Yes, Steve, I think you're right, it sounds very much like the RA17 (my baby!) but the RA17 never suffered from masses of spurii. I did read that, when Racal were developing Dr. Wadley's design for the Royal Navy contract in the late 50s that there were initially problems with birdies, but they had a nice, neat solution for that. Originally, the two VFOs were built on a common chassis, and the engineers realised that the birdies originated because of the common earth return, so they just stuck the double-VFO on a bandsaw, cut it into two separate sub-units, and that was the end of the problem ! Must be one of the fastest fixes ever !

On the subject of BA cleaner (tm) we have a certain member of academic staff here who has an interesting way of reducing the storage space required for his homebrew wine . . . the first batch he hadn't cut the fractions right, (well, what do you expect, he's a biologist, not a chemist!) but I think he learns

fast . . . just 4km up the road we have Belgium's National Gin Museum, a 'living' museum which distils its own, and I think he's had lessons on the quiet !

73,

Duncan ON9CHU / G0UTY G-QRP 8117

The volts
The jolts
The end.

- John Hegley

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: "Tom Taylor" <tom_taylor@taligent.com>
Subject: Drake TR-3 Saga
Message-ID: <n1403418984.9444@taligent.com>

8/17/95
23:20

Drake TR-3 Saga

A few weeks ago, I wrote the BA list with a couple of problems I've been having getting a TR-3 back in operating condition. I was able to align the receiver ok, but wasn't able to get more than 10 watts of output from the transmitter. The "xmtr gain" control has absolutely no affect on plate current. The plate and load controls have little or no affect on plate current. Also, the audio had a crackle that was unaffected by the volume control. Several people suggested that a leaky capacitor in the audio section was probably to blame. Others suggested a bad cathode resistor or bad connection between tube and socket. I replaced the single electrolytic cap in the audio section, but the crackle was still there. I replaced a couple of bypass disc capacitors and the crackle was still there.

I have an old Dumont oscilloscope that I bought at the Dayton hamfest when I was fifteen years old, over twenty years ago. It was a boat anchor when I bought it. It's a super boat anchor now. I used this old scope to look at the various signals and voltages on the audio amp's tube socket. I could clearly see the crackling and popping on the scope when I touched the tube's plate pin. After using the scope for twenty minutes or so, the trace drifted so far off the screen that I couldn't get it back with the vertical or horizontal controls. I put the TR-3 to the side and took the oscilloscope apart. I replaced the twenty or so capacitors in the oscilloscope with new ones and that fixed the drift problem with the trace.

Back to the TR-3. I found that the resistor supplying a regulated 150v to the audio tube's grid had a lead that was simply touching the tube socket's pin. I resoldered the resistor, expecting the crackling problem to go away. The crackling was significantly diminished, but it was still there. After wiggling all the tubes (except the finals!), I found that I could increase the crackling wiggling a couple specific tubes. I got out the contact cleaner, sprayed all the sockets, wiggled the tubes, and the crackling has gone away!

The next problem was to look at the transmitter section. Several people suggested that the finals may be flat. I guess the easiest thing would be to spend \$45 (three 12JB6's at about \$15 each) on new tubes and give them a try. Before spending the money, I'd like to verify that the tubes are bad and that the problem isn't due to something else. The previous owner claimed the radio worked fine last time he used it (maybe fifteen years ago?).

One potential problem might be the power supply. Typically, external power is supplied by a Drake AC-3 power supply. My TR-3 came with a homebrew power supply. The fact that the power supply worked a long time ago powering the radio makes me think it should still work. However, the voltages aren't exactly in-line with those supplied by the AC-3 (according to the schematic).

	AC-3 Specs	Homebrew supply readings
High Voltage	+650v	+870v
Medium Voltage	+250v	+200v
Bias	-45 to -65v	-37v

Could these out-of-spec voltage be the root of the transmitter's weak output?

Any more suggestions?

Thanks, Tom Taylor AA6BR

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995

From: Randall Berry <rberry@CapAccess.org>

Subject: Re: Give Me A Break

Message-ID: <Pine.SUN.3.91-FP.950817203749.20611B-100000@cap1.capaccess.org>

On Thu, 17 Aug 1995 rolfe@DUETTO.ldap.com wrote:

> thaake@bsm2ee1.attmail.com (thaake) writes:

>

> > Another ad that amazes me but I am sure it is class all the way is
> > the ad for World Audio Design amps. The 300B (not sure if that's
> > the tube type, sorry I mean valve or the model) anyway it is a
> > triode 28 Watt push-pull amp, switchable feedback, unique driver
> > transformers, dual choke supply, welded steel chassis, Wt. 44 lbs.
> > \$1,160 - valves and carriage extra. Ok, say that amp is too big
> > well there's a 20 Watter (5881) for \$540, a 17 Watter single-ended

> > (5881) for \$890, a 4 Watter single-ended (6080) for \$525. I've
> > always "felt" better with tube audio but I never had to take out a
> > second mortgage to get it. These babies aren't stereo either.
>
> > Now, are the model numbers really the tube types? I know the 6080
> > and it has a 6AS7 brother that I think I have seen in some type of
> > audio circuit maybe. The Audio Design amps sure look nice.
>
> Hi Tim,
>
> Any idea where to get more information on these puppies?
>
> Rolfe
> W3VH

Forgive me but why the hell would anyone want these amps? I mean I
am a BA buff myself and far prefer the Hollowstate to soildwaste but
"Give me break!"

> Gee Honey, I sold the house and our new BMW but the good
news is I bought this Monural amplifier system for the stereo!

Oh one other gripe, keep in mind its these tube audio buffs that
are jacking up the prices for bottles for us bottle junkie hobbieists who
like to Build our own bottle junk or restore a piece of history! Ever
price a pair of 6550's latley, well the hi-fi buff market has jacked
them althe way up to \$35 EACH! Thank good they havent discovered the 6146!!

In fact the last pair of EL34's I bought cost me \$65 for a matched
pair. Last year the only cost \$15.95 each!

-Randy..

RBerry@CapAccess.org N3LRX 3885 KHz AM
* Yell-RX Radio * If you give up your right to dream, you have given up
* Bowie, MD. * your will to live.
* *

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: jlb@earthlink.net
Subject: Handbooks for Curtain Antennas
Message-ID: <199508180916.CAA02559@atlas.earthlink.net>

Hi,
Does anyone know of any Antenna Handbooks that give details regarding how to
design and install a curtain antenna. The antennas are made up of stacked

dipoles. Does anyone have a copy of "The Antenna Engineering Handbook" by Jasik, copyright 1961 that you would like to part with? I am sure that the antennas can be modeled with an antenna program: however, I would enjoy reading some of the background and theory regarding the antennas. Is there anyone on the BA list that designs and installs commercial shortwave or broadcast band antennas for a living?

Joe AA6WG

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: "Deane D McIntyre" <dmcintyr@ds1.acs.ucalgary.ca>
Subject: Re: homebrewing of cleaning fluid
Message-ID: <9508172159.AA29473@ds1.acs.ucalgary.ca>

In message <m0sjC52-0018KGC@aupair.cs.athabascau.ca> writes:

> Up here there is no moonshine culture (but there is a rum running culture...
> we have the Bromfman empire and and at least one other millionaire who became
> great selling booze into the USA during their prohibition) and we don't quite
> trust such material.

The other one was the distiller Gooderham and Worts. In 1927 they built what was at that time the most powerfull broadcasting station in Canada, CKGW. The studios were in Toronto and the 5kW transmitter was located near my home town, Bowmanville, about 40 miles east of Toronto, on the shore of Lake Ontario where the signal did a good job of covering Rochester, Buffalo and other thirsty cities in the NE USA. They were part of the NBC network and carried mostly American programmes and thinly veiled advertizing for their products. At the end of probhibition (sp?) in the US (1933?) the station was no longer required for this purpose, so it was leased to the organization that later became the CBC, who used it until the present 50 kW transmitter was built west of Toronto (1937). A few months ago I was chewing the rag with a local oldtimer, George, VE6CGS on two metres, who told me that he used to visit Bowmanville on ocassion (he was living in Toronto at the time) to operate from the ham shack of the CKGW engineer (now SK, I do not know what his call was.

And yes, when I was in Bowmanville I was once involved in homebrewing things not radio (or even electronic) related (and learned the difference between hard drawn and soft drawn copper tubing).....I still have a bottle at home somewhere. Now back to boatanchors....

73, Deane D McIntyre VE6BP0
dmcintyr@acs.ucalgary.ca

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995

From: wier@bobcat.etsu.edu (Bob Wier)
Subject: Re: homebrewing of cleaning fluid
Message-ID: <199508180325.AA23440@ns-1.csn.net>

|And yes, when I was in Bowmanville I was once involved in homebrewing
|things not radio (or even electronic) related (and learned the difference

This reminded me of something funny (I guess....). When I changed jobs
and arrived near Dallas in Jan of '93, I was driving up central expressway
for the first time. I looked over and saw a sign in a strip mall which said
something like "The Homebrew Shop". WOW! I thought --

The *did* have bottles, but not the kind with electricity in them :-(

Also, from time to time I've done LYCOS searches using homebrew
as a keyword - guess what 99% of the "hits" are about ...

THANKS & 73 de WB5KXH

==== Round Up the Usual Disclaimers! =====
Bob Wier, keeper of the Photo-3D, Icom radio (WB5KXH),
Overland Trails, and Motorola HC11 mailing lists
wier@bobcat.etsu.edu

currently in Ouray, Co at 8,000 ft. elevation
(this is a *high level* system :-)

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: Bill.Cohn@precision.chigate.com (Bill Cohn)
Subject: JR500S (mfg JRC)
Message-ID: <134_9508172259@chigate.fidonet.org>

W> Just got a JR500S ham band only receiver at ham fest. It is a tube type
W>receiver perhaps made in the 60's. Seems to work well,needs
W>alignment,considering it looks like it had been stored in a damp basement.
W> I need a schematic and maybe specs on it. Can anyone help me out?

The JR500S was made for Allied Radio by Trio of Japan (Kenwood). It was
sold in 1969 and later got the model number A-2215 or something like
that I am not exactly sure (check the Moore book on receivers). It was
dropped when Radio Shack bought Allied in 1970.

73 de N9MHT Bill

* OLXWin 1.00a * My poor man's Collins is an SB102

* OLXWin 1.00a *

From boatanchors@theporch.com Fri Aug 18 15:51 EDT 1995
From: morgan@speckle.ncsl.nist.gov (Roy Morgan)
Subject: Gaithersburg Fest Directions
Message-ID: <9508181403.AA15984@speckle.ncsl.nist.gov>

>> Could you put your detective experience to work for me?? I need
>> directions to the Gaithersburg Hamfest, from I-270.

PRELIMINARY DIRECTIONS (I'll drive the routes and post details later):

Place: The Montgomery County Fair Grounds (no address), located between MD
Route 355 and US I-270 at Gaithersburg, MD.

>From the SOUTH:

- Exit I-270 at the Route 117/Clopper Road exit.
- At Quince Orchard Road Turn Right
- At Rt. 355, Turn Right
- At the next light, turn right (The main gate is on your left.)

>From the NORTH

- (exit details to follow)
- At Rt. 355, Turn Right
- At the next light, turn right (The main gate is on your left.)

(Web crawlers stay tuned - watch for URL of map in next message.)

>I'll have to go up and find out where we'll have our cookout and how
>we'll get everybody there. Maybe we'll have a talk-in on 2 meters.

AWK! That means rice boxes. JUST SAY NO! (Although if it works, I have a portable on .52)

I propose a FLAG. Not the US flag, and not the Confederacy flag. (I'll check the cellar for some tv mast and rope.) Tony - 'got any "special" flags as souvineers? If not, I can create something unique - like a triode symbol on a sheet or something.

For early arrivers, my home phone is 301-330-8828, work phone below. Leave a message at either place.

-- Roy --

Roy Morgan / Tech A-266 / NIST / Gaithersburg MD 20899
(National Institute of Standards and Technology, formerly NBS)
301-975-3254 Fax: 301-948-6213 Internet: morgan@speckle.ncsl.nist.gov

From boatanchors@theporch.com Fri Aug 18 15:51 EDT 1995
From: Michael Crestohl <mc@shore.net>
Subject: PRODUCT REVIEW: PALOMAR ENGINEERS R-X NOISE BRIDGE (model RX-100)
Message-ID: <199508181434.AA15748@northshore.ecosoft.com>

Hello All Boatanchorites:

I am posting this review to the list in the hope that it will prove useful to the group. Even though this is not a boatachhor per se, it is a very practical piece of equipment for those of us who use antennas. I hope that it will be well received.

Cordially,

Michael Crestohl, KH6KD/W1
mc@shore.net

From boatanchors@theporch.com Fri Aug 18 15:51 EDT 1995
From: Michael Crestohl <mc@shore.net>
Subject: PRODUCT REVIEW: PALOMAR ENGINEERS R-X NOISE BRIDGE (model RX-100)
Message-ID: <199508181434.AA15870@northshore.ecosoft.com>

PRODUCT REVIEW: ANTENNA RX NOISE BRIDGE, Palomar Engineers model RX-100

With all the new technology "appliance" radios on the ham radio market today it seems to me that the only area left for H.F. experimentation is antennas. Most hams have a SWR meter and perhaps a Wattmeter, but little else to

perform tests on the antenna and feedline to learn its characteristics, resonant frequency, etc.

PALOMAR ENGINEERS' R-X Noise Bridge is not a new product - its been around for a long time. Basically, the Noise bridge will tell you if your antenna is resonant or not at any specific frequency between 1 and 100 MHz. If it isn't, the instrument will tell you if it is too long or too short. It works with dipoles (trapped and monoband), verticals, beams, quads, inverted Vees. If it resonates, the R-X Noise Bridge will measure it.

Your SWR bridge will show you a ratio like 2:1 but it won't tell you much more. The noise bridge measures both resistance and reactance and if the antenna is not resonant at the frequency you want, it will tell you how much of the impedance is resistance and how much is reactance. Unlike SWR bridges, the R-X Noise Bridge works with all coaxial feedlines.

The Palomar R-X Noise Bridge is easy to use. Install a 9 Volt battery. You connect your receiver or transciever to the SO-239 connector marked "RCVR" Make sure to turn the VOX off or you may be sorry! Connect your antenna with a short piece of feedline to the connector marked "UNKNOWN". Tune your receiver to the anticipated resonant frequency and turn the Noise Bridge on. A loud "rushing" noise will be heard. There are two controls on the noise bridge - R and X. Adjust these two controls for a sharp drop or null in the noise. You might want to turn off the receiver AGC for this test. The controls interact and should be adjusted alternatively.

The R control is marked from 25 to 250 and the X control is marked 70 to 70 with 0 being at the 12 o'clock position. Figures to the right of center indicate inductive reactance, left indicate capacitive reactance. After tuning for your null, read the two controls. If the noise bridge shows the antenna to be inductive it is too long for this frequency; capacitive means it is too short. If you want to find out the resonant frequency set the X control at 0 and the R control at 50 and tune the receiver for the null.

You can also measure the antenna when its up in the air, but you'll have to do a bit of figuring to take into account the feedline's electrical length. The manual will explain how to do this. You can also use the PALOMAR ENGINEERS' R-X NOISE BRIDGE to cut a piece of coax to exact quarter and half-wave lengths, measure feedline impedance, test baluns for frequency range, ratio and whether or not they are working. The manual outlines all these functions in a clear step-by-step fashion. In fact, the RX-100 comes with manuals in English, Spanish and Japanese. That's a switch!

PALOMAR ENGINEERS also offers a computer program called SmartBridge that makes using the RX-100 a lot easier to use and interpret. I will be reviewing it in the very near future.

I found the Noise bridge very easy to use and versatile as well. One of its uses is to set the controls on your antenna tuner without turning on your transmitter. Connect the "unknown" connector to your tuner. Set the noise bridge controls to $X = 0$ and $R = 50$. Tune your receiver to the desired frequency. Adjust the tuner controls for the noise null. Record the tuner readings for future reference.

The PALOMAR ENGINEERS RX-100 NOISE BRIDGE is extremely well constructed. The case is cast aluminum, component parts are all very high quality and its obvious that it was built to last. At \$80.00 it represents a good investment in a useful antenna measurement instrument that will prove useful time and time again. For more information or a copy of the manual (\$2.00) contact PALOMAR ENGINEERS, PO Box 462222, Escondido CA 92046. Telephone 619-747-3343.

(C) 1995
Michael Crestohl
Nahant Massachusetts USA
mc@shore.net

DISCLAIMER: I have no interest, financial or otherwise, in the success or failure of the book or materials reviewed herewith, nor have I received any compensation (other than a review copy requested by me) from anyone who has. All opinions expressed are strictly my own.

Other Internet and Aviation book/software reviews by me can be obtained by anonymous FTP from: x2ftp.oulu.fi in the /pub/books/crestohl directory.

From boatanchors@theporch.com Fri Aug 18 15:51 EDT 1995
From: pbock@melpar.esys.com (Paul H. Bock)
Subject: '61 ARRL Handbook WANTED
Message-ID: <9508181435.AA04570@syseng1.se.melpar.esys.com>

Looking for an 1961 ARRL Handbook. Doesn't have to be pretty or pristine, just has to have all the pages (covers would be nice, too). I want it for its content, not as a "collectible."

Anyone got one of the old hummers lying around that you'd like to get rid of?

73,

Paul, K4MSG pbock@melpar.esys.com

From boatanchors@theporch.com Fri Aug 18 15:51 EDT 1995
From: lakeith@wrdis01.robins.af.mil (Larry Keith)
Subject: Shelby Hamfest Plans
Message-ID: <199508181511.KAA23920@wrdis01.robins.af.mil>

My Shelby partner, WB4SXR, has come up with some motel reservations at the Holiday Inn in Kings Mountain, NC, a few miles down the road. He reports that all the Shelby lodging places are booked up for the weekend.. So, if you are headed to the hamfest and don't have a place to stay, you might give those folks a call a 704-239-2544..

No, I don't own stock in Holiday Inn.. 8-)

73,

Larry, KQ4BY

lakeith@robins.af.mil

From boatanchors@theporch.com Fri Aug 18 15:51 EDT 1995
From: rdkeys@unity.ncsu.edu
Subject: Re: Pole pigs (was Re: Re. THE BIG ONE)
Message-ID: <199508181513.LAA11303@cc01du.unity.ncsu.edu>

> > ...Which is another reason not to use pole pigs, [...]
>
> OK - can someone tell this Aussie what a "pole pig" is? I gather it's
> some sort of power-line transformer...
>
> Dave Horsfall (VK2KFU) | dave@esi.com.au | VK2KFU @ VK2DAA.NSW.AUS.OC

Its, ah.... er.... akin to yer bloody wallaby by lineage...(:+}}.....

(jokes aside, back to seriousness)

Pole pigs AKA Pole peg transformers are the smaller size utility pole household stepdown power transformers that bring in HV AC and drop it to yer standard 112/220 sized AC to power yer house.

In the old days, like 30's through 60's or so, a 2200 volt AC run was somewhat common, so a transformer that would power a house (usually rated at 2kw, 3kw, 4kw, 5kw, 7kw, 10kw sizes (I think, I am not a utility power man, but someone else may be able to pass the exact specs along), could be wired in reverse to power a KW ham rig.

After WWII, these things started showing up in the smaller sizes as surplus, from power companies, rural electrification projects, buildings being torn down, etc. After the war, power-mad Americans began to run more than light bulbs off the AC, and the older transformers were entirely insufficient to handle the loads, and quickly retired.

My guess is that they should be rather common still in the Outback of Australia with a bit o' scoutin' out da hinterlands.

I have had several over the years, and friends have run their KW rigs off of them quite well. The problems with them are 1) they are rather big in the original casings (2-10 cubic feet of iron and transformer oil [which could be pcb laced oil so be careful]), and 2) they are VERY heavy with lots of iron or iron strip in the cores. The small 2kva size runs about 100 lbs or so OUT of the case, and about 200 lbs in the case, if my hernia remembers correctly.

The 2kva sizes for 2200 vac are rather scarce these days, but the 3/4/5 kva sizes in 4400 vac are fairly common.

The 4400 vac sizes run with full wave NON-bridge rectifiers make good 2500 vdc power supplies for big transmitters. With full wave bridge rectifiers they will power the biggest Eimac tubes that any ham would want to run with some slight bucking on the primary to reduce output from 5000 volts to 4000 volts.

CAUTION these babies deliver 1-5 amps at that voltage so BE CAREFUL or you will become a statistic, like the sad loss of Ross Hull, premier ARRL Technical Editor of the late 1930's. He got across the smallest size pole pig, and paid the price.

A HEFTY variac off of 220 vac on the 220vac side can be used to adjust power quite effectively to provide variable plate voltages from 1000vdc to 4000 vdc with relatively good regulation.

ALL DUE HIGH VOLTAGE power supply considerations need to be CAREFULLY CONSIDERED AND PUT INTO PRACTICE around these transformers.

Regarding the name... I have heard them called ``pole pig'' and ``pole peg'' by name. I think there is something to do with the way the transformers are hung and mounted in the proper use of the name, hence pole peg is probably more correct, but I am not sure. That my memory severely, and others may know the correct lineman's terminology/naming conventions for the transformers.

Good Luck

BE EXTREMELY CAREFUL around these babies!

73/ZUT DE NA4G/Bob

p.s. Along similar transformer lines, the standard 110/220/440/660 volt industrial isolation step-down transformers work VERY well as plate power transformers for BA rigs. Again, BE CAREFUL, since these things are rated at significant kva in the larger sizes but they are dry transformers and handle/mount much more easily than pole pigs.

From boatanchors@theporch.com Fri Aug 18 15:51 EDT 1995

From: "David W. Barts" <davidb@ce.washington.edu>

Subject: Re: Dow cleaner

Message-ID: <Pine.HPP.3.91.950818084621.15272C-100000@atlas.ce.washington.edu>

On -1 xxx -1, Barry L. Ornitz wrote:

> Methanol (methyl alcohol, wood alcohol) is commonly sold in paint stores
> and is also found in most automotive gas line dryers (but read the label
> since some dryers contain isopropanol instead). Ethanol (ethyl alcohol,
> grain alcohol) will be difficult to find in purities greater than 95%
> (high test drinking stuff with the remainder being water) unless it is
> denatured. This means some additional chemical or chemicals has been
> added to make it unfit for drinking. Over 400 denaturants are commonly
> used industrially but the most common one used in drug store ethanol is
> methyl-ethyl or methyl-isopropyl ketone. Either of these is aggressive to
> paint.

Maybe Barry can comment further, but I have a distinct memory of reading somewhere, possibly in the cautionary section of a chemistry lab text, that methanol can be absorbed through the skin and one should take care to avoid spilling it on oneself (and inhaling fumes of it). I do know for a fact that methanol is quite toxic, so you definitely

don't want any of it to enter your body.

Yet another reason to avoid using the stuff, as if its aggressive nature as a solvent wasn't enough.

Ethanol, of course, is the least toxic of the bunch (assuming it hasn't been denatured). The problem here is mostly political -- many states ban the sale of 190 proof ethyl alcohol ("Everclear"), fearing its misuse (not that I agree with such bans). Even if not banned, you will pay tax on it like any other distilled spirit, making it more costly than otherwise. The denaturing of ethyl alcohol is also done for a political reason -- it is prohibitively expensive to remove the denaturant, thus rendering the product unfit for human consumption and exempt from taxes on alcoholic beverages.

Finding ethanol of a purity higher than 190 proof is not easy, and when you do it is expensive. This is because a 95% solution of ethanol in water is azeotropic (boils at a single boiling point as if it were a single chemical, not a mixture of two chemicals) and therefore cannot be refined further by distillation. Other, much more costly, methods must be used to remove the remaining 5% of water. And if you leave the cap off your bottle of 200 proof ethanol, it will soon become 190 proof as it absorbs moisture from the air.

David Barts N5JRN
davidb@ce.washington.edu

UW Civil Engineering, Box 352700
Seattle, WA 98195-2700

From boatanchors@theporch.com Fri Aug 18 15:51 EDT 1995
From: azoth@netcom.com (Az0th)
Subject: S-line Transmitters
Message-ID: <199508181603.MAA09088@netcom6.netcom.com>

Hiyall,

In a belated attempt to become slightly more Collins-literate, I've started wondering about what makes the successive variations of S-line gear different, not necessarily from 4-line gear or homemade icecream, but from each other. Some versions are clearly distinguished by the addition of an extra xtal deck for operation outside the usual 80-10 ham bands, like the KWM-2/2A pair, or the 75-S3/3A pair, or the 32S-1 and 32S-2 pair. I've also heard that the gain distribution was changed between the 75S-3/3A and the 75S-3B/3C to improve the dynamic range. Looking at Moore, it's evident that a variable BFO and notch filter were added between the 75S-1/2 and 75S-3 series.

This sort of ponderation provokes the following questions:

- 1) Is there a ready-reference guide for Collins S-line design variations, and if so, where can I get one?
- 2) Failing that, can anyone tell me what changes were made in the 32S-1 and -2 to produce the 32S-3 and -3A?
- 3) Were there any major variations in the circuitry of the 30L-1 over the course of its production? Ditto 30S-1?

All comments welcome, all suggestions considered, with thanks.

Cheers es 73
RF Buchanan

--

Windows/95: Proof that entropy isn't just for closed systems, anymore.

From boatanchors@theporch.com Fri Aug 18 15:51 EDT 1995
From: Henry van Cleef <vancleef@bga.com>
Subject: Re: RE>Re- The ker-ZAPS of yout
Message-ID: <199508181640.LAA21029@zoom.bga.com>

As Scott_Johnson-AZAX60@email.sps.mot.com said

>

>

> I think perhaps the best protection for a shack (owner), if it has a branch
> feed, is to install a shunt trip breaker that is actuated by a big red panic
> button. We use this method on lab equipment at work, and I followed suit at
> home.

>

Yup:

When it comes to getting buzzed, I have blessedly forgotten most of them. I do recall getting nailed with a 220 AC line on a big rack cabinet where a fan was connected to a Jones strip. The fan power didn't run through the cabinet breaker. That changed in a hurry after I got buzzed. "Master Switch" means "controls every last bit of primary power in this box" in my book. I also recall some adventures with an IF strip test jig when I was at James Millen. It had a couple of 6D6's on it, and maybe some other ancient tubes, and clipleads for hooking in the IF under test, on an open chassis, with big metal handle toggle switches for turning power on and off. I got ticked by it two or three times, and then spent a day putting insulation on the switch handles, insulated clips on the connections, and some plastic covers over parts of the bare chassis, glass 6SK7's in the tube holes, and a few other things to reduce the number of points one could get across

the B+.

One of the greatest blessings I can think of was the introduction of genuine 3-wire AC receptacles in the mid-1950's. I can recall all sorts of adventures with test equipment with 2-wire power cords and haywire ground straps between them, which weren't always there (electrically). Sparks and buzzings between a big signal generator and a P4 synchroscope were a pest. That memory is the reason behind my installing 3-wire power cords and fuses on everything. The fuses, by the way, always get installed so that if the fuse opens, everything behind it is on the neutral side.

I have some good "big red button" war stories, and am a firm believer in having a quick power-off method for my bench. By the way, the big red button should be well-insulated. When the lightning and smoke start, you may want to take your other hand out of your pocket and use it to kill power to everything RIGHT NOW.

While I don't know anyone who got killed in any of the shops I've worked in, I do recall a guy who was pushing 50 at the time getting buzzed by the +225 in a Tek letter series scope that was set up as an engineering development platform, and it tossed him heart problems that kept him out of work for several months. Dunno if he is still alive---he'd be past 80, now, but he did recover and live into his seventies that I know of. After that happened, we did a safety audit of the work area, and found a bunch of things that needed to show improvement.

A little private E-mail with another BA'er has reminded me that we who are "professional" in one area or another tend to forget to mention the safety practices we use on a daily basis. I noticed the other day that I remove my wristwatch before working on a box without even thinking about it.

Reminds me of the time that a machine shop honcho called me up with a problem. I had a team of engineers who could write computer programs, and times were a bit slow---my boss had asked for a list of candidates for layoff, saying that anyone who had funded work would be exempt from the list. The machine shop honcho said that the new machining center (a three-axis contouring numerically-controlled milling machine), for which we'd just recently provided programming support for, had about 200 part drawings that needed to be converted to NC tapes, and did I have any resources to help him? I took a ride over to the machine shops, and met with the machine shop folks. After a few minutes, one of them spoke up and said they weren't too sure they wanted any 'lectrical injuneers on their machine shop floor, but at least I knew enough not to show up at a machine shop wearing a necktie, so maybe there was hope for us after all. After convincing some of my people

that programming parts was a good way to stay employed, we got the parts programmed. One of the plusses from this was that we had our hands on the programming software, so were able to make changes where the software made life difficult (to change a tool, you pull the old tool up to a safe level, kill the coolant flow and spindle feed, replace the old tool in the tool rack, pick up the new one, turn the spindle on at the new speed, turn the coolant on, move the spindle over to the work at a safe height, and then begin cutting. These were separate steps until we pushed a little software). I recall writing a memo to outline dress codes and safety stuff for my engineers---this was before engineers came to work in anything less than a jacket and tie. It was amazing, to me, both how much resistance there was among the engineers to going out on that shop floor and getting oily chips on their shoes, and also (once they did get involved), how cooperation between the two operations improved productivity. Of course, "software bugs" with things like NC machines mean metal flying through the air, and it is nice to have a big grey iron casting to hide behind when checking out new part tapes. We also machined a lot of oak, which is a lot cheaper than some of the fancy alloys we were cutting. Pine is OK, except that it tends to build up resins on the tools.

Never trust a Ph.D. with a soldering iron!

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Fri Aug 18 15:51 EDT 1995
From: HAMRLUND@aol.com
Subject: HAMMARLUND WEB PAGE - CORRECTION
Message-ID: <950818124217_57493068@emout04.mail.aol.com>

CONTACT: Robert Fowle.....Hamrlund@aol.com
Ph.517-789-6721.....
1215 Winifred...Jackson, Mich. 49202-1946
<http://www.primenet.com/~berg>
| |
---|---|---> the Hammarlund guy
| |

New Web Site ! check it out.....

<http://www.primenet.com/~berg>

"The Ham Trader" we have vintage gear as well. List an ad for FREE.....

We are also home to the "HAMMARLUND" home page....

the Hammarlund pages will expand as time permits...

Please stop by.....

Robert Fowle -----> the Hammarlund guy

From boatanchors@theporch.com Fri Aug 18 15:51 EDT 1995

From: Andy Vileta <stha012@drms.dla.mil> (by way of steve@hi.com (Steve Byan))

Subject: DoD Surplus Sales

Message-ID: <v02110109ac5a78eb8543@[140.243.30.128]>

I thought this would be of interest to the list. Note the list of DMRO sales at the end.

Regards,

-Steve

Please do not repond to Financenet for more information. This message sent by Andy Vileta, Defense Reutilization and Marketing Service, Battle Creek, Michigan, 616-961-7402.

GOVERNMENT SURPLUS MEANS BIG SAVINGS FOR YOU

(Battle Creek, Michigan) Businesses and individuals around the world are learning that they can save money by buying U.S. government surplus direct from the Defense Reutilization and Marketing Service (DRMS). As the original source for Department of Defense surplus

property, DRMS is responsible for the disposal of excess and surplus military personal property. Personal property is anything other than land, buildings and real estate and includes items such as tools, office furniture, camping equipment, appliances, furniture, computers, electronics, and much, much more.

DRMS sells property several ways geared toward both the wholesale and the retail customer:

Businesses and individuals can buy property in large quantities through the DRMS International Sales Office in Memphis, Tenn. These sales include such items as aircraft and aircraft parts, ships, hazardous property, electronics, scrap, bearings and hardware and other property having wide commercial application.

Zone or regional sales offer fantastic deals for individuals and smaller businesses by selling smaller quantities of property through auction or sealed bid sales. This property includes vehicles and vehicular parts, furniture, appliances, material handling equipment, tools and other property of interest to businesses who either use it themselves or are in the repair/refurbish/resale business.

Bargain hunters can find some real buys at the DRMS Retail Sales Outlets where property is offered at a fixed price. Typical examples include clothing, office and household furnishings, hand tools and consumer electronics. A list of Retail sales outlets is at the end of this message.

In addition to the methods discussed above, DRMS has contracted with 5 private companies to market and sell DoD surplus property. More information on this will be forthcoming as it becomes known.

Individuals interested in international/national sales can call 1-800-222-DRMS for information. Zone and retail sales are held by DRMS field offices or DRMOs (Defense Reutilization and Marketing Offices) located on military installations around the world. To get the number of your nearest DRMO and obtain information on upcoming sales, call 1-800 GOVTBUY.

Information on upcoming sales, sales catalogs, dates, locations, telephone numbers, commodities and how to buy is also available via the Internet World Wide Web at:

<http://131.87.1.51>

Internet E-Mail for questions and comments: sales@drms.dla.mil

In the current defense environment with the Department of

Defense drawdown and inventory reduction, there is a wealth of property available. If you don't take advantage of these sales you are missing an opportunity of a lifetime.

DRMO - STATE- DAYS AND HOURS - TELEPHONE NUMBER

Huntsville	AL	Wed & 3rd Sat	7:30a-11:30a	7:00a-11:30a
205-842-2570				
McClellan	AL	Fri	8:00a-12:30p	205-848-3816
Montgomery	AL	Thur-Fri & Every Other Sat		8:00a-2:30p
7:00a-11:00a				205-416-4194
Rucker	AL	Tue & Fri	9:00a-2:00p	334-255-1213
Anchorage	AK	Mon-Fri	8:00a-2:00p	907-552-3911
Fairbanks	AK	Thur	9:00a-1:00p	907-353-7428
Huachuca	AZ	Tue-Thur	8:00a-1:00p	602-533-7027
Luke	AZ	Mon-Fri	7:00a-3:00p	806-885-3320
Tucson	AZ	Tue-Thur	7:30a-12:00p	520-341-2748
Yuma	AZ	Mon-Wed	8:00a-1:00p	602-341-2748
Little Rock	AR	Mon	8:00a-12:00p	501-988-3720
Alameda	CA	Mon-Sat	10:00a-7:00p	510-869-8310
Mare Island	CA	Wed-Fri	9:00a-2:00p	901-774-4897
McClellan	CA	Tue-Fri & Every Other Sat		9:00a-2:00p
916-643-3830				
Stockton	CA	Tues-Thurs-Sat	8:00a-1:00p	209-944-0268
Travis	CA	Wed-Fri	9:00a-2:00p	707-424-4444
Barstow	CA	Fri	9:00a-2:00p	619-577-6561
Edwards	CA	Fri	8:00a-2:00p	805-277-2209
Port Hueneme	CA	Wed	8:00a-2:00p	805-982-5638
Vandenberg	CA	Fri	10:00a-2:00p	805-734-9851
El Toro	CA	Mon-Wed	9:00a-1:00p	714-726-2524
March	CA	Tue-Fri	9:00a-3:30p	909-655-7101
Pendleton	CA	Tue-Thur	8:00a-1:00p	619-725-4332
San Diego	CA	Wed-Fri	8:00a-2:00p	619-437-9454
Colorado Springs	CO	Wed & Fri		1100a-3:00p
719-526-4636				
Denver	CO	Mon	8:00a-2:00p	303-389-0376
Groton	CN	Aug 22&23, Sep 12&29	8:00a-12:00p	203-449-3523
Eglin	FL	Mon-Fri	8:00a-12:00p	904-882-2822
Pensacola	FL	Wed-Sat	8:00a-12:00p	9:00a-3:00p
Tampa	FL	Fri	10:00a-2:00p	813-630-2871/2873
Jacksonville	FL	Mon-Fri, 1st & 3rd Sat	9:00a-2:00p	
904-772-3411/3412				
Patrick	FL	Tue-Thur	10:00a-2:00p	407-494-6507/7912
Benning	GA	Aug21-23, Sept 18-20	8:00a-3:00p	
706-545-6020/7318				
Forest Park	GA	Sep 21-23, 28-30		9:00a-1:00p
404-363-5117/5118				
Gordon	GA	Aug 4, Sep 2,16,23	9:00a-12:00p	

404-791-3749/2487

Stewart GA Aug 26, Sep 8 & 23 8:00a - 1:00p

912-767-8893/8878

Warner Robins GA Aug 22-24, Sep 19-21,23,26-28 8:00a-3:00p

912-926-2164/3437

Hawaii HI Tue-Thur 8:00a-3:00p 808-477-6874

Mountain Home ID Thur 8:00a-4:00p 208-828-2306

Great Lakes IL Mon-Fri, 3rd Sat 11:00a-3:00p

708-688-3655/3650

Rock Island IL Mon/Wed 10:00a-2:00p 309-782-1617/1619

Scott IL Aug - Mon, Thur, Fri 9:00a-2:00p

618-256-1648/1649

Scott IL Eff Sep 18 Mon-Sat 9:00a-3:00p

Crane IN Fri 8:00a-11:00a 812-854-1554/1728

Indianapolis IN Mon-Fri 10:00a-1:00p 317-543-6618/6614

Leavenworth KS Wed 8:00a-1:00p 913-684-2382

Riley KS Fri 8:00a-1:00p 913-239-6202

McConnell KS Fri 9:00a-2:00p 316-652-4098

Campbell KY Mon/Tue/Wed 8:00a-2:00p

502-798-3525/4897

Barksdale LA Tue-Fri 10:00a-1:00p 318-456-8898

Polk LA Fri 8:30-12:30p 318-531-4068

Aberdeen MD Tue&Thur 9:30a-12:30p

401-278-2235/4785

Meade MD Mon-Fri 8:00a-12:00p 301-677-6366-6367

Patuxent River MD Tue/Wed/Thur 9:00a-12:00p 301-826-3316

Devens MA 1-Sep 9:00a-12:00p 508-796-3511/2418

Selfridge MI Wed/Thur/Fri 11:00a-3:00p

810-466-4586/5191

Duluth MN Wed 9:00a-1:00p 218-732-7445

Columbus MS Fri 10:00a-1:00p 601-434-7466

Keesler MS Wed-Sat 9:00a-2:00p 601-377-3327

Leonard Wood MO Wed 9:00a-1:00p 314-596-0368/0399

Whiteman MO Fri 8:00a-12:00p 816-687-3308

Great Falls MT Mon, Tue, Thur & Fri 8:00a-2:00p

406-731-6346

Offutt NV Fri 8:00a-10:00a 402-294-2425

Nellis NE Fri 8:00a-1:00p 702-652-2805

Lakehurst NJ Mon-Sat 8:00a-3:00p 908-323-2661/2691

Kirtland NM Wed 9:00a-2:00p 505-826-6396

Plattsburg NY Aug18,25Sep2,8,15,22,30 10:00a-12:00p

7:00a-11:00a 518-565-7060/5007

Bragg NC Aug21,-23 10:00a-1:00p 901-396-5222/5298

Lejeune NC Thur 11:00a-1:30p 910-451-5613/5652

Cherry Point NC 2-Sep 9:00a-12:00p 919-466-5826/2743

Goldsboro NC Tue, Fri 10:00a-1:00p 919-736-6695

Grand Forks ND Mon-Fri 7:00a-3:00p 701-747-3782

Minot ND Mon-Fri 8:00a-4:00p 701-723-3241

Columbus	OH	Mon-Sat	10:00a-5:00p	614-692-3468/3244
Wright Patterson	OH	Mon-Fri	10:00a-2:00p	
513-257-4203/7823				
Sill	OK	Mon-Fri	9:00a-2:00p	405-351-4703
Letterkenny	PA	Mon-Fri	7:30a-1:00p	717-267-8651/9438
Mechanicsburg	PA	Wed-Fri	8:00a-1:00p	717-790-3592/3325
Philadelphia	PA	Mon-Sat	9:00a-1:00p	9:00a-3:00p
215-737-3720/3721				
Shaw	SC	15-Sep	9:00a-12:00p	803-668-3556
Charleston	SC	Aug - Tue, Thur	9:00a-2:00p	803-743-5177
Parris Island	SC	Agu 26	9:00a-1:00p	803-525-2335
Ft Jackson	SC	Aug 24, Sep 1, 5, 6 & 28	9:00a-1:00p	
803-751-7716				
Ellsworth	SD	Fri	9:00a-2:00p	605-325-1017
Bliss	TX	Thur & Fri	8:00a-3:00p	915-568-8503
Reese	TX	Fri	8:00a-3:00p	602-750-3817/4112
Dyess	TX	Thur&Fri	8:00a-1:00p	915-696-2224
Hood	TX	Tue-Thur	10:00a-2:00p	817-287-4770
San Antonio	TX	Wed-Sat	11:00a-2:00p	210-925-7765
Hill	UT	Mon-Fri	10:00a-5:00p	801-777-8681
Belvoir	VA	Tue/Thur/Sat	9:00a-1:00p	703-806-5502/5501
Cameron St	VA	Wed & Fri	8:00a-1:00p	703-617-0695
Norfolk	VA	Mon-Sat	9:00a-3:00p	804-444-5366-5144
Quantico	VA	Tue	9:00a-1:00p	703-640-2286/5397
Richmond	VA	Wed&Fri	9:00a-1:00p	804-275-3477/4325
St. Julien's Creek	VA	Mon-Fri	7:30a-3:00p	
804-396-4664/0136				
Williamsburg	VA	Mon/Wed/Fri	10:00a-12:00p	
804-887-7264/7289				
Fairchild	WA	Thur	9:00a-1:00p	509-247-2350
Lewis	WA	Mon-Thur	9:00a-1:00p	206-297-7769
Whidbey Island	WA	Thur&Fri	9:00a-3:00p	206-257-2501
Sparta	WI	Tue	9:00a-1:00p	608-388-3718
F. E. Warren	WY	Fri	8:00a-1:00p	307-775-3970

From boatanchors@theporch.com Fri Aug 18 15:51 EDT 1995
 From: morgan@speckle.ncsl.nist.gov (Roy Morgan)
 Subject: Re: Collectible Bugs
 Message-ID: <9508181717.AA19991@speckle.ncsl.nist.gov>

>Subject: FS: Collectible Bugs
 >I have a small collection of bugs for sale
 .
 >Vibroplex Original - jewel movement - same as older Presentation but with

> chrome baseplate. (\$95.00)
..
>
>chestert@crosslink.net

What I want to know is:

- Where is the Jewel located in this and other truly jeweled movement bugs?
- What is the jewel made of and what size is it?
- (most important): does it make a difference?
- (lastly) can I get retro-fit jeweled parts for a non-truly-jeweled bug?

-- Roy --

Roy Morgan / Tech A-266 / NIST / Gaithersburg MD 20899
(National Institute of Standards and Technology, formerly NBS)
301-975-3254 Fax: 301-948-6213 Internet: morgan@speckle.ncsl.nist.gov

From boatanchors@theporch.com Fri Aug 18 15:51 EDT 1995
From: Steve Ellington <n4lq@iglou.com>
Subject: FS: Hallicrafters HA-1 Keyer
Message-ID: <Pine.SOL.3.91.950818133039.18657A-100000@iglou>

Good condition and Works. Perfect for keying BA's due to the large mercury relay.

\$75X

Steve
n4lq@iglou.com

From boatanchors@theporch.com Fri Aug 18 15:51 EDT 1995
From: HAMRLUND@aol.com
Subject: FWD: a Heavy B.A. FS
Message-ID: <950818141019_77851234@mail04.mail.aol.com>

Subject: FS:New Navy Model TDZ (c.1944)
From: hanebuth@er5.rutgers.edu (Stu Hanebuth "KB0QXR")
Date: 18 Aug 1995 12:46:32 -0400

I recently acquired a Navy Model TDZ VHF/UHF radio. It was uncrated about 5 years ago, and it appears that someone tried to move it since then, because a couple of screws inside of the rack are damaged. All of the test cables are included, along with the low pass filter. It unfortunately is missing the tubes and microphone. This radio is in excellent shape.

It is for sale best offer, buyer must pick up in Piscataway New Jersey, and it weighs on the order of 1000 LBS.

Please respond via e-mail to
hanebuth@eden.rutgers.edu
or
koeth@physics.rutgers.edu

Thank You
Stu

----- Headers -----

Path:
newsbf01.news.aol.com!newstf01.news.aol.com!news-e1a.megaweb.com!howland.resto
n.ans.net!gatech!news.sprintlink.net!in1.uu.net!dziuxsolim.rutgers.edu!er5.rut
gers.edu!not-for-mail
From: hanebuth@er5.rutgers.edu (Stu Hanebuth "KB0QXR")
Newsgroups: rec.radio.swap,rec.antiques.radio+phono
Subject: FS:New Navy Model TDZ (c.1944)
From: boatanchors@theporch.com Fri Aug 18 15:51 EDT 1995
Organization: Rutgers University
Lines: 17
Message-ID: <412g58\$t04@er5.rutgers.edu>
NNTP-Posting-Host: er5.rutgers.edu
Xref: newsbf01.news.aol.com rec.radio.swap:23036
rec.antiques.radio+phono:10503

From: boatanchors@theporch.com Fri Aug 18 15:51 EDT 1995
From: rdkeys@unity.ncsu.edu
Subject: Re: Pole pigs (was Re: Re: THE BIG ONE) etc
Message-ID: <199508181836.0AA21195@cc01du.unity.ncsu.edu>

> p.s. Along similar transformer lines, the standard 110/220/440/660
> volt industrial isolation step-down transformers work VERY
> well as plate power transformers for BA rigs. Again, BE CAREFUL,
> since these things are rated at significant kva in the larger
> sizes but they are dry transformers and handle/mount much more
> easily than pole pigs.

Also, other good ones to look out for are the 110/220 stepdown to 24 vac transformers. These make GREAT 28vdc power supply transformers as well as GREAT filament transformers at amperages from 4 to 100 or so, with an appropriate variac or series resistor in the primary or buck/boost transformer or using the 220 winding on 110, etc.

My 100A 28vdc power supply to run ANGRY-19's and the like runs cold as a cucumber at full tilt on the rig.

At any big hamfest a few of these things show up in various sizes.

73/ZUT DE NA4G/Bob

p.s. now if I could only find a BC-375 PE-xxx 28 volt dynamotor with plugs and base somewhere, to makes me unstable Mable purr like tha kitten.....(:+\.....

From boatanchors@theporch.com Fri Aug 18 15:51 EDT 1995
From: rdkeys@unity.ncsu.edu
Subject: Re: FWD: a Heavy B.A. FS
Message-ID: <199508181910.PAA22376@cc01du.unity.ncsu.edu>

> I recently acquired a Navy Model TDZ VHF/UHF radio.

etc.....

> It is for sale best offer, buyer must pick up in piscataway New Jersey, and
> it weighs on the order of 1000 LBS.

>
> Please respond via e-mail to
> hanebuth@eden.rutgers.edu
> or
> koeth@physics.rutgers.edu

>
> Thank You
> Stu

All that for 100 watts out on 2 meters or thereabouts. THAT is some

boatanchor! Actually, it is built rather solidly if someone did want THAT kind of iron around for vhf use on AM (blows ol' Heath Twoers right off the table, fer sure!). It holds the floor down about the same as the companion sized BC-610.

Speaking of these old Navy Txx series boatanchors, does anyone have one of the HF versions, something like a TCK, TBM, TBK, etc., in the 200-1000 watt version sitting around that they are not going to use (and located somewhere on the East/South coasts)? It would be fun to stoke up one of these muthers again,(:+{} About all they are good for is CW anymore, but waaaaaahhhhhhtttt fine CW.

73/ZUT DE NA4G/``dreamin' Boatanchor Bob'(:+{}

From boatanchors@theporch.com Fri Aug 18 15:51 EDT 1995
From: "Barry L. Ornitz" <ornitz@eastman.com>
Subject: Alcohols as cleaners
Message-ID: <Pine.ULT.3.91.950818150607.20546C-100000@dua150.kpt.emn.com>

On Fri, 18 Aug 1995, David W. Barts wrote:

> Maybe Barry can comment further, but I have a distinct memory of
> reading somewhere, possibly in the cautionary section of a chemistry
> lab text, that methanol can be absorbed through the skin and one should
> take care to avoid spilling it on oneself (and inhaling fumes of it).
> I do know for a fact that methanol is quite toxic, so you definitely
> don't want any of it to enter your body.

All three of the alcohols mentioned can be absorbed through the skin and you should avoid inhaling the fumes too. This illustrates the point that Hank van Cleef made about taking certain safety precautions without thinking of them. I automatically put on chemically resistant gloves and safety glasses with side shields when working with solvents. Because I do this and my coworkers do the same, I erroneously assume that everyone else knows to take these precautions too. Thanks for bringing this point up.

> The denaturing of ethyl alcohol is also done
> for a political reason -- it is prohibitively expensive to remove the
> denaturant, thus rendering the product unfit for human consumption and
> exempt from taxes on alcoholic beverages.

Ethanol is really a rather inexpensive solvent - unless you have to pay the federal taxes on it. When ethanol is used industrially, it is often possible to use a denaturant that is compatible with the intended use of the ethanol. Thus ethanol for fuel use can use gasoline as the

denaturant. For many cosmetics, extremely bad tasting alkaloids are often used (the labels often say S.D. alcohol which stands for specially denatured). Phenolphthalein is often used as a denaturant; it is the active ingredient in X-Lax. If you have a chemical process that must use pure ethanol, there is considerable red tape that must be plowed through, and you will be required to do extensive accounting of inventories, spills, etc.

73, Barry WA4VZQ ornitz@eastman.com

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: HAMRLUND@aol.com
Subject: NEW WEB SITE..home of the Hammarlund home page.....
Message-ID: <950817210253_57013796@emout04.mail.aol.com>

New Web Site ! check it out.....

[http:// www.primenet.com/~berg](http://www.primenet.com/~berg)

"The Ham Trader" we have vintage gear as well. List an ad for FREE.....

We also are home to the "Hammarlund" home page....

the Hammarlund pages will expand as time permits...

Please stop by.....

Robert Fowle -----> the Hammarlund guy

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: Dave Horsfall <dave@esi.COM.AU>
Subject: Pole pigs (was Re: Re. THE BIG ONE)
Message-ID: <Pine.SUN.3.91.950818153016.9434I-1000000@eram.esi.com.au>

On Thu, 17 Aug 1995, Roberta J. Barmore wrote:

> ...Which is another reason not to use pole pigs, [...]

OK - can someone tell this Aussie what a "pole pig" is? I gather it's some sort of power-line transformer...

--

Dave Horsfall (VK2KFU) | dave@esi.com.au | VK2KFU @ VK2DAA.NSW.AUS.OC | PGP 2.6
Opinions expressed are mine. | D8 15 71 F9 26 C8 63 40 5E 63 5C 65 FC A0 22 99

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: RANDY@sbii.sb2.pdx.edu
Subject: R-390 TM not available
Message-ID: <76C97642583@sbii.sb2.pdx.edu>

QST BAdom,

I finally got through to Larry Mills at the 'technical manual store' looking for a new R-390 manual. The TM number for the R-390 (not A) is TM 11-856. This number does not come up on Larry's computer of 60,000 listings and he presumes it is unavailable. He did recommend trying the air force.

The air force number for the same manual is TO 31R1-2URR-154. I called them at 405-736-2926 (Oklahoma) and discovered that it is not in their computer either. They suggested Sacramento at 916-643-4380. The people at Sacramento were able to tell me that the manual was "rescinded" in January of 1970 and "salvaged" in 1976. Thus as far as they are concerned there are no more R-390 manuals, period.

At least this may save some time if you were thinking of using NITS for the R-390.

Later,

=Randy=
WB6MAI

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: "James D. Howard" <jdhoward@helps.com>
Subject: Re: R-390 TM not available
Message-ID: <Pine.LNX.3.91.950817221103.5450E-100000@helps.helps.com>

On Thu, 17 Aug 1995 RANDY@sbii.sb2.pdx.edu wrote:

> QST BAdom,
> I finally got through to Larry Mills at the 'technical manual store' looking
> for a new R-390 manual. The TM number for the R-390 (not A) is TM 11-856.
> . . .
> The air force number for the same manual is TO 31R1-2URR-154. I called them
> . . .

I got a photocopy of the Field and Depot Maintenance Manual for the R-390 from Fair Radio. On the cover it says - - -

T.O. 31R1-2URR-412

(Army) TM 11-5820-357-35
Basic & Change Number 1
9 March 1962
Change Number 1 25 October 1992

This publication together with
Technical Orders 31R1-2URR-391 (TM 11-5820-357-10) 29 December 1960
and 31R1-2URR-402 (TM 11-5820-357-20) 23 March 1961
supersedes
Technical Order 31R1-2URR-154 (TM 11-856) 11 January 1955 including changes.

James Howard jdhoward@helps.com

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: Takashi Maeba <maeba@pas_b.ti.kshosen.ac.jp>
Subject: Re: R-390 TM not available
Message-ID: <9508180054.AA25311@pas_b.ti.kshosen.ac.jp>

RANDY@sbii.sb2.pdx.edu wrote:

> I finally got through to Larry Mills at the 'technical manual store' looking
> for a new R-390 manual. The TM number for the R-390 (not A) is TM 11-856.
> This number does not come up on Larry's computer of 60,000 listings and he
> presumes it is unavailable. He did recommend trying the air force.

Try TM 11-5820-357-series manuals.

Takashi

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: lakeith@wrdis01.robins.af.mil (Larry Keith)
Subject: Re: R-390 TM not available
Message-ID: <199508181252.HAA22822@wrdis01.robins.af.mil>

From: DA Pam 310-4, Oct 1977:

11-5820-357-10, 29 Dec 60, Operators Manual: Radio Receiver R-390/URR.
Changes 4.

11-5820-357-20, 23 Mar 61, Organizational Maintenance Manual: Radio
Receiver R-390/URR. Changes 1

11-5820-357-20P, 04 Nov 59, Organizational Maintenance Repair Parts

and Special Tools Lists and Maintenance Allocation Chart: Receiver,
Radio R-390/URR (TO 31R1-2URR-404). Changes 1

11-5820-357-35, 09 Mar 62, Field and Depot Maintenance Manual: Radio
Receiver R-390/URR(TO 31R2-2URR-412). Changes 1

11-5820-357-35P, 04 Nov 59, Field and Depot Maintenance Repair Pars
and Special Tools List: Receiver, Radio R-390/URR (TO 31R1-2URR-414).
Changes 3. This one has a footnote that says: "No Stocks; do not
requisition. Publication will not be reprinted.:

I am still chasing the Air Force Numbers..

73,

Larry, KQ4BY

lakeith@robins.af.mil

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: lakeith@wrdis01.robins.af.mil (Larry Keith)
Subject: Re: R-390 TM not available
Message-ID: <199508181326.IAA09777@wrdis01.robins.af.mil>

>

> I am still chasing the Air Force Numbers..

>

AF history listing indicates that all R-390 TO's were "removed" on 7
Jan 86 by Sacramento ALC..

73,

Larry, KQ4BY

lakeith@robins.af.mil

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: Scott_Johnson-AZAX60@email.sps.mot.com
Subject: RE>Re- The ker-ZAPS of yout
Message-ID: <"Macintosh */PRMD=MOT/ADMD=MOT/C=US/"@MHS>

RE>Re: The ker-ZAPS of youth

8/18/95

I think perhaps the best protection for a shack (owner), if it has a branch
feed, is to install a shunt trip breaker that is actuated by a big red panic

button. We use this method on lab equipment at work, and I followed suit at home.

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: TOM.A.ADAMS@mail.admin.wisc.edu
Subject: Re. The best watchband
Message-ID: <F8HM5907.F8HM5917@mail.admin.wisc.edu>

to: boatanchors@theporch.com

Re. the wearing of jewelry when servicing equipment:

There's been a lot of mention of watches, rings, etc., and it reminded me of a problem a buddy of mine had in the military.

This guy was an R-390A fixer at a big commo center/monitoring post. Because of the activities, security was very tight, and all on duty personnel were required to wear picture ID badges; getting caught inside without your ID was to risk getting shot by the guards.

He was working on a rig in the security area shop one day. The installation was in a tropical area, and was not air conditioned, so it was common practice for the bench techs to peel off thier teeshirts and and work topless. To stay in sync with the security regulations they put thier picture IDs on the dogtag chains around thier necks.

As he leaned over an R-390A one day, his dogtags fell into the guts of the radio and he got a shock in the back of his neck! Angrily, he took off his tags and laid them on the bench, and returned to troubleshooting.

Later, without thinking about his dogtags, he left the shop for a trip to the restroom.

He says he was taxied up to a urinal when he heard a cold voice behind him;

"Real slow pal, put your hands where I can see 'em, and turn around".

Raising his hands high, he did a slow 180 and found himself face to face with a very grim 18 year old, wearing an MPs helmet and pointing an M3 grease gun.

"Where's your ID tag?"

He explained, but was NOT permitted to return to the shop to get it; the shop

was a much higher security area than the men's can!

The sentry immediately put out the call; "Sergeant of the Guard, post one!". Sentries at other posts echoed the call, all the way back to the security office.

In short order, the sergeant appeared and was filled in on what had thus far transpired. The sergeant smiled indulgently, and went into the shop to get the dogtags / ID from the workbench. When he returned, he wasn't smiling.

"There's no dogtags on that workbench. You've got a major problem, buddy."

Other techs were attracted by the commotion and they quickly vouched for him, to no avail. All the while the M3 was pointing steadily at his belly.

The Sergeant of the Guard got hold of the site shift supervisor, a young officer who didn't know any of the repair techs from Adam. He passed the buck to HIS supervisor.

To make the tale shorter, this little problem kept getting bucked higher and higher, to the point where the Base Commander was finally called in. He was not pleased, and was debating how to establish the identity of this shirtless, dogtagless person before him.

Still, the kid with the white helmet was there, submachine gun at the ready.

In the middle of the fracas, there was a phone call which reported ANOTHER serious security violation.

In a routine security check of outgoing trash an ID tag was found, attached to the chain of a set of dogtags. The caller recommended an IMMEDIATE search to determine the whereabouts of the person the dogtags and ID were issued to. It appeared that the tags came out of a load of trash from the crypto/intercept electronics repair shop. The dogtag number had already been checked, and it was issued to a radio repair tech on the previous shift. The tags and ID were on their way to the security office via courier, and should be there in a few minutes.

After 4 or 5 hours, problem solved. The kid with the grease gun looked a bit disappointed; he wasn't gonna get to shoot anybody today...

Even tho I've been out for a lotta years I still wear MY dogtags, partly because they carry my blood type in case of accident. My buddy's tale has served to remind me to ALWAYS take the damned things off, along with watch, rings, etc.; I have worked topless inside of broadcast transmitters in hot weather, and those rigs can give you a nastier bite thru the chain than an R-390A can.

73's,
Tom, K9TA

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: "Roberta J. Barmore" <rbarmore@indy.net>
Subject: Re: Re. THE BIG ONE
Message-ID: <Pine.3.89.9508171908.B4775-01000000@indy2>

Hi, Rolfe et al!

Earlier and in res ipso the death of Ross Hull, I had writ:
> > ...Which is another reason not to use pole pigs,
^^

About which rolfe@DUETTO.1ldp.com wondered:
> While I completely agree with the overall sentiments expressed in your
> post, why on earth is this a reason not to use pole pigs? As far as I
> can tell, they're no more dangerous than any other transformer, and
> probably less so than some.

How good of you to ask! *Cos*you*can't*put*em*in*a*box,* is why.
Most are too big for any reasonable chassis, and really don't mount well
on anything but the floor or a 'phone pole. Ross set himself for a fatal
zap by having no other place to put the thing but on the floor near the
original power-supply chassis.

Yes, by golly, if you'll make a nice enclosure, say a little *grounded*
hardware-cloth on 2x2 framed "transformer room" with an interlocked door,
they are no more dangerous than any other 220VAC:4200VAC transformer
that'll deliver 10A on the high voltage side (though it'll trip a breaker
long before then, I hope!). That's exactly what many older & larger
broadcast transmitters did with the modulation and power-supply iron, most
of which was very large, heavy and topped with exposed terminals. The
standard trick was to put an interlock on the cage *and* keep it locked.
This made getting into it hot difficult enough that one had time for
second and third thoughts.

Most any other transformer can be made at least slightly idiot-proof by
proper mounting and/or imaginative use of sheet Bakelite or Lucite; pole
pigs, by virtue of size, weight and general awkwardness, lend themselves
handily to none of these tricks. Nowadays, anyone who needs the kind of
power for one device that you can get from one of 'em really ought to have
budget enough to order something purpose-built and more compact from Peter
Dahl Co. or Lucas Transformer--they're going to need that kind of money
when the power bills arrive, not to mention the legal costs if they happen
to get caught pushing a handful of kW.... ;)

73,
--Bobbi

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: Dave Horsfall <dave@esi.COM.AU>
Subject: Re: Re. THE BIG ONE
Message-ID: <Pine.SUN.3.91.950818152413.9434H-100000@eram.esi.com.au>

On Thu, 17 Aug 1995, John Mallick wrote:

> Ross Hull, the ARRL VHF experimenter was the one who was electrocuted
> in the lab; I think he was working on an early version of a television
> set.

And a bit of trivia - he was an Australian VHF pioneer (callsign sadly forgotten) before emigrating.

--

Dave Horsfall (VK2KFU) | dave@esi.com.au | VK2KFU @ VK2DAA.NSW.AUS.OC | PGP 2.6
Opinions expressed are mine. | D8 15 71 F9 26 C8 63 40 5E 63 5C 65 FC A0 22 99

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: haynes@cats.ucsc.edu (Jim Haynes)
Subject: See Today's Calvin & Hobbes
Message-ID: <199508172256.PAA11912@hobbes.UCSC.EDU>

which could be taken as the boatanchor philosophy (cf. the Playboy philosophy)
But for those who can't see it, I'll quote the text w/o permission of the
copyright owner.

Calvin's Dad: It used to be that if a client wanted something done in a week
it was considered a rush job, and he'd be lucky to get it.

Calvin's Dad: Now, with modems, faxes, and car phones, everybody wants
everything instantly! Improved technology just increases expectations.

Calvin's Dad: These machines don't make life easier - they make life more
harassed.

Calvin, holding a food package: Six minutes to microwave this?! Who's
got that kind of time?!

Calvin's Dad: If we wanted more leisure, we'd invent machines that do
things less efficiently.

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: Bill VanAlstyne <bill@cruz.com>
Subject: Steel wool hell [was: Thanks, Hank!]
Message-ID: <199508172207.AA23796@cruz.com>

At 03:12 PM 8/17/95 -0500, Paul H. Bock wrote:

> The steel wool warning is especially germane: In the Navy,
>neither steel wool nor emory paper was allowed in an electronics
>shop - crocus cloth was OK, but not the other two, *especially*
>the steel wool...

I learned that lesson the hard way on my first BA restoration project last year. I was trying to clean up the heavily oxidized chassis of a Hallicrafters S-20R receiver, and nothing seemed to work, so I applied various grades of steel wool, with a good deal of elbow-grease. The chassis responded admirably, but I spent the next *week* trying to get the almost-microscopic steel fibres out of the tuning capacitor plates! I tried electronic cleaner spray, compressed air, you name it. Wouldn't move 'em. I ended up having to use a jeweler's loupe, a strong light, and various tools (a couple hand-made for the purpose) to remove each little fibre, one by one, until they were all gone.

Never again!!

Bill VanAlstyne
N6FN
bill@cruz.com

From boatanchors@theporch.com Fri Aug 18 13:57:00 1995
From: paul Veltman <veltman@netcom.com>
Subject: Re: The ker-ZAPS of youth
Message-ID: <Pine.3.89.9508172013.A29071-0100000@netcom21>

Yeah, I've been bitten too. I think we all have. When I was in college, I was building a small transmitter when I touched both sides of the power transformer B+ leads.

Scroll ahead a few years, I guess the year was 1970, one of the engineers I worked with came into my office and showed me a new fangled gadget, a Ground Fault Interrupter. I bought one and installed it on my workbench power panel. Happy I did. I'm a lot more cautious now. Funny, I still have the scars on my fingers from that zap. But to the point, I now have some additional safety features on my bench.

1. I never work after 10PM. I've always gotten into trouble working late

at night. Function of tired, I suppose.

2. I still have that GFI, and one switch right in front of the bench shuts off ALL power to the bench, plugs, test equipment, EVERYTHING!

3. I have a large rubber mat in front of the bench. I stand on it.

4. I never use 2 hands on hot circuits. One hand in the back pocket is now a habit.

Anyway, that's my contribution to this continuing thread.

73

Paul WA6OKQ